PORT OF VICTORIA
BRITISH COLUMBIA

THE FIRST *and* LAST PORT OF CALL
FOR ALL VESSELS TO OR FROM
SOUTHERN BRITISH COLUMBIA *and*
PUGET SOUND PORTS BY WAY OF
STRAITS *of* SAN JUAN DE FUCA

VICTORIA, B.C., 1918

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VICTORIA, BRITISH COLUMBIA, BOARD OF TRADE
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PORT OF VICTORIA

Victoria, situated on the Strait of San Juan de Fuca, being on the direct route of all vessels destined to or from Southern British Columbia and Puget Sound ports, it is natural that the entries and clearances at this first and last port of call should compare favourably with any other port in Canada. .This is shown in the following latest published returns of the Department of Trade and Commerce for the year ending 31st March, 1917:

Number and tonnage of sea-going vessels Entered at and Cleared from:

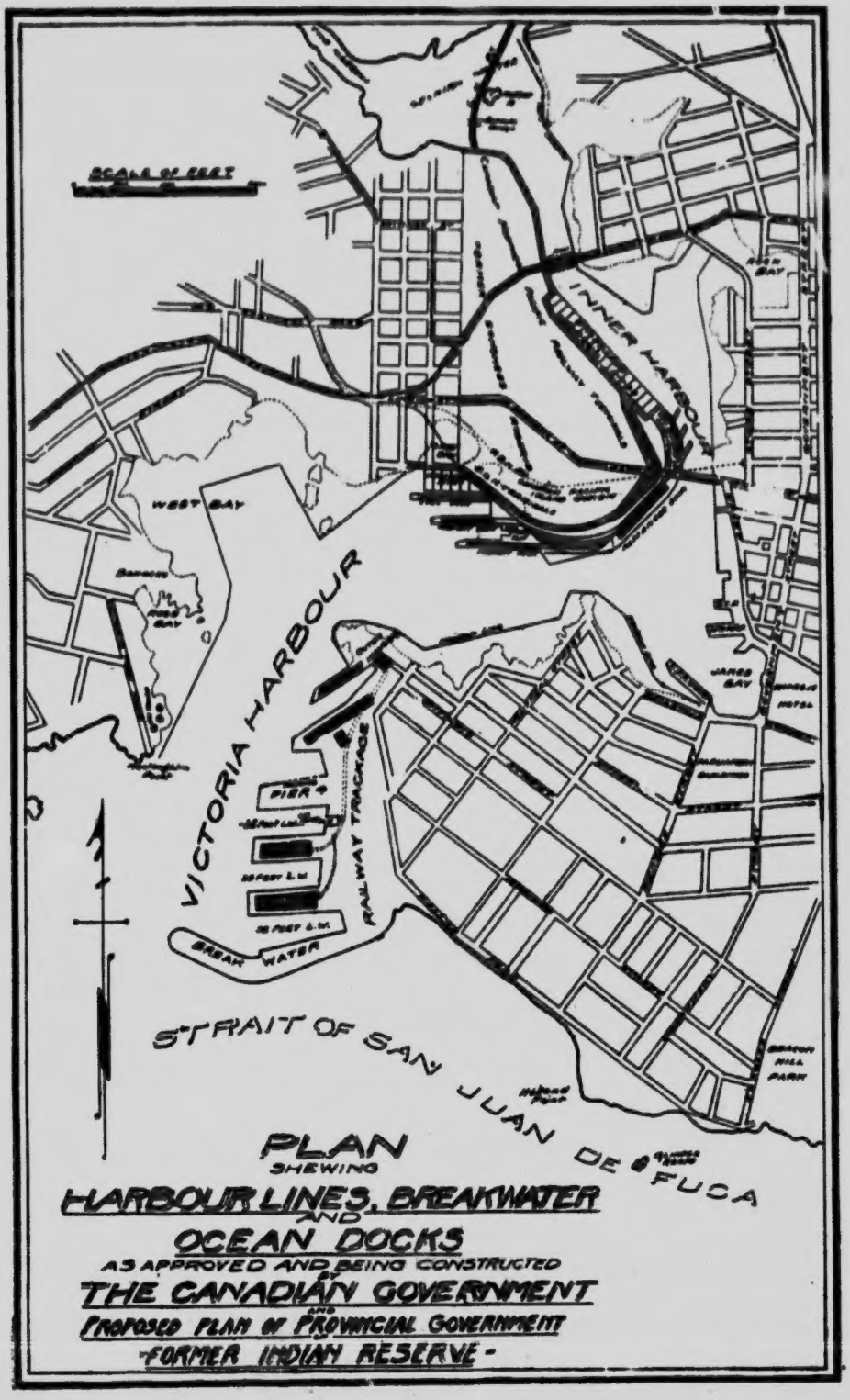
		Vessels	Tonnage
1.	Halifax	2,641	4,740,289
2.	Victoria	3,208	4,208,177
3.	Montreal	1,134	3,858,823
4.	Vancouver	3,156	3,812,865

Ogden Point Breakwater

The Government of Canada, in 1912, recognized the great natural advantages and splendid geographical situation of Victoria and appointed Mr. Louis Coste, C.E., to investigate and report upon the situation. Mr. Coste's recommendations were approved by the Dominion Government, and contract for constructing a breakwater, 2,530 feet in length, Ogden Point, was awarded to Sir John Jackson (Canada), Limited, in May, 1913. This work was completed on 22nd of January, 1917, at a cost of $2,200 000.00.

New Ocean Docks

Another contract was awarded to Messrs. Grant, Smith & Co. & McDonnell, Ltd., for the construction of the initial



PLAN
SHEWING
HARBOUR LINES, BREAKWATER
AND
OCEAN DOCKS
AS APPROVED AND BEING CONSTRUCTED
BY THE CANADIAN GOVERNMENT
AND
PROPOSED PLAN OF PROVINCIAL GOVERNMENT
FORMER INDIAN RESERVE -

two piers, part of those included in Mr. Coste's recommendations, and this work was completed in March, 1918, at a cost of $2,440,000.00.

One side of the pier nearest the Breakwater is 1000 feet in length. The other side, and the sides of the adjoining piers are 800 feet each. The width of the piers is 250 feet in each case, separated by 300 feet of water, with a minimum depth of 35 feet at low tide. These piers are of solid construction, concrete cribbing filled in with rubble.

On the pier nearest the Breakwater a freight shed has been constructed, 700 feet by 200 feet, said to be the largest on the Pacific Coast, costing $218,000.00. This shed is complete in every respect for handling freight (railway trackage, electric cranes, etc.) and is connected by rail with a Car Barge Ferry Slip, which has cost an additional $65,000.00.

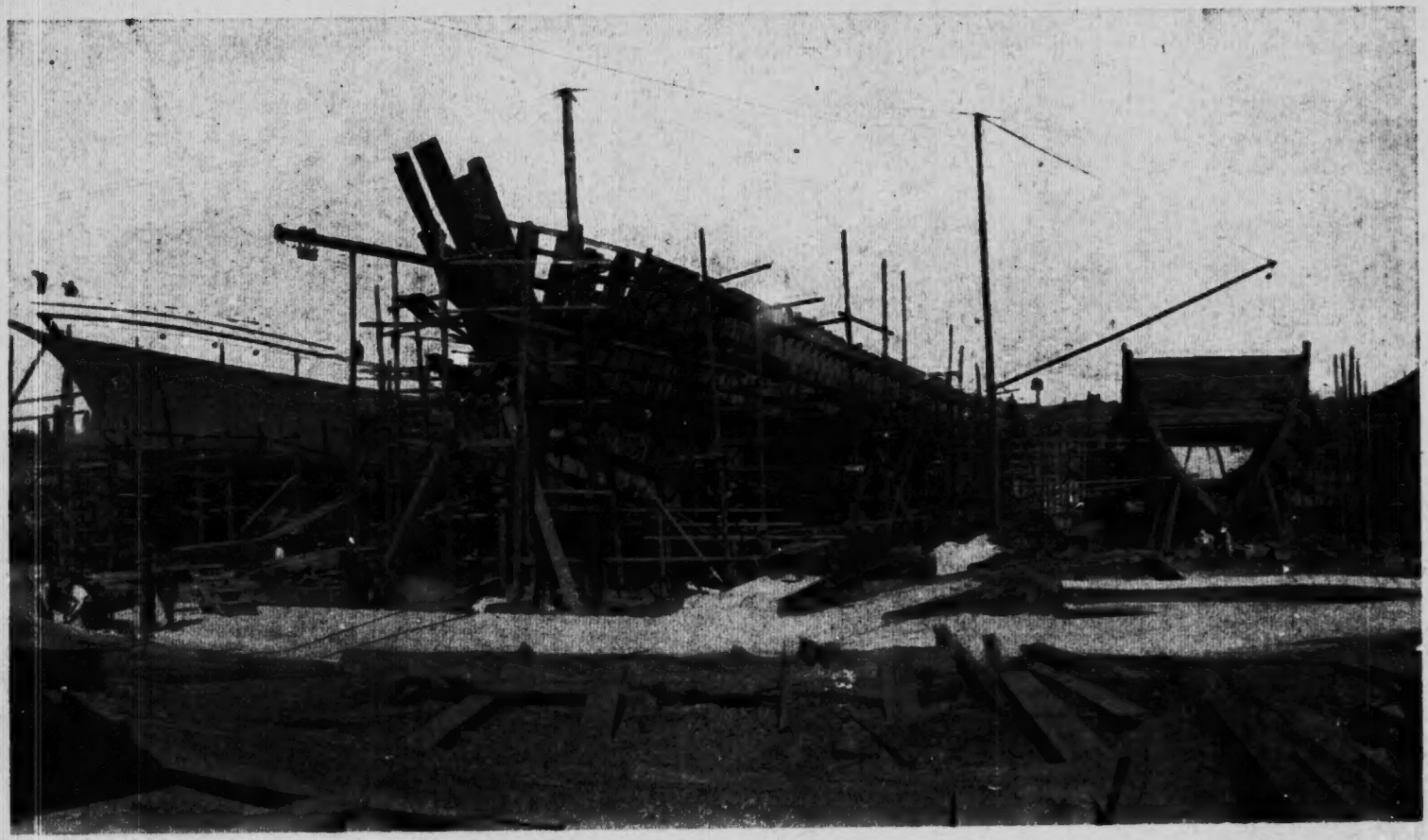
It is intended to provide similar freight shed accommodation on the other pier on a progressive plan, to meet requirements, a further 200 feet by 200 feet to be immediately constructed and connected by rail with the Car Barge Ferry Slip.

Private Wharves

Victoria is indebted to private enterprise and railway corporations for wharf accommodation, and it redounds to the credit of her citizens and those corporations that the shipping of the port, both coastwise and overseas, has grown to such large proportions.

Panama Canal

The new works were planned to take care of increased shipping which would have followed the opening of the Panama Canal. The war, however, has upset these calculations and much shipping has been entirely withdrawn from Pacific Ocean trade in order to be placed in war service upon the Atlantic and elsewhere. It is, therefore, gratifying to find that the volume of over-seas shipping using the port of



Inner Harbour Ass'n

THE CAMERON-GENOA COMPANY'S SHIPYARDS, POINT ELLICE, SHEWING THE JEAN STEADMAN READY FOR LAUNCHING AND TWO FIVE-MASTED SCHOONERS UNDER CONSTRUCTION

Victoria has been maintained, with the certainty of an enormous increase upon conclusion of the war and return to peace conditions.

Railway Terminal Facilities

It will now be possible to load these transhipment freights direct into rail cars, as is done with the most modern facilities anywhere existing, and the cars can be safely and expeditiously moved by car ferry to any Mainland rail-head desired. There is practically no limit to the possible expansion of this business, if energetically developed.

Port Charges

An important factor to this end will be found in the Port Charges, and while these collectively are already lower than elsewhere on this Coast, endeavors are being continued to obtain further reductions. The Pilotage situation has recently been investigated by a Royal Commission, and it is expected that the report will provide for still lower pilotage rates.

Sick Mariners Dues should be either abolished or a more modern system of collection adopted, commensurate with the service required. It must be mentioned that the Government of Canada for years has been, and is at present, collecting at British Columbia ports one dollar for about every fifty cents expended upon sick mariners.

These two items are practically the only charges paid by vessels calling at Victoria.

Bonding Facilities

The Canadian Government regulations already provide for holding goods in Bond in private warehouses, but it is desirable that such facilities should be extended by the construction of suitable premises entirely under Government control, where it would be possible not only to store goods on

Inner Harbour Ass'n

THE CAMERON-GENOA SHIPYARDS, UPPER HARBOUR, SHEWING FOUR AUXILIARY SCHOONERS ON THE WAYS AND THE JEAN STEADMAN AFTER LAUNCHING

a rental basis, but to draw samples, exhibit them, repack goods —in brief, establish an entreport with practically all the facilities of a free port.

Coal Bunkers

The coaling of ships is generally associated with bunkers, but the use of hulks is now common. They are equipped for coaling ships either overhead through the hatches, or through the sides, as construction of the ship may require. This Board of Trade has long desired coaling facilities at Victoria, feeling confident that advantage would be taken of the superior steam qualities of our Island coal if vessels could be saved the time occupied in proceeding to the mine bunkers, as is now necessary.

Fuel Oil

With large oil tanks already established at the entrance of Victoria Harbour, it should not be difficult to extend the oil supply service to ships requiring that fuel.

Water

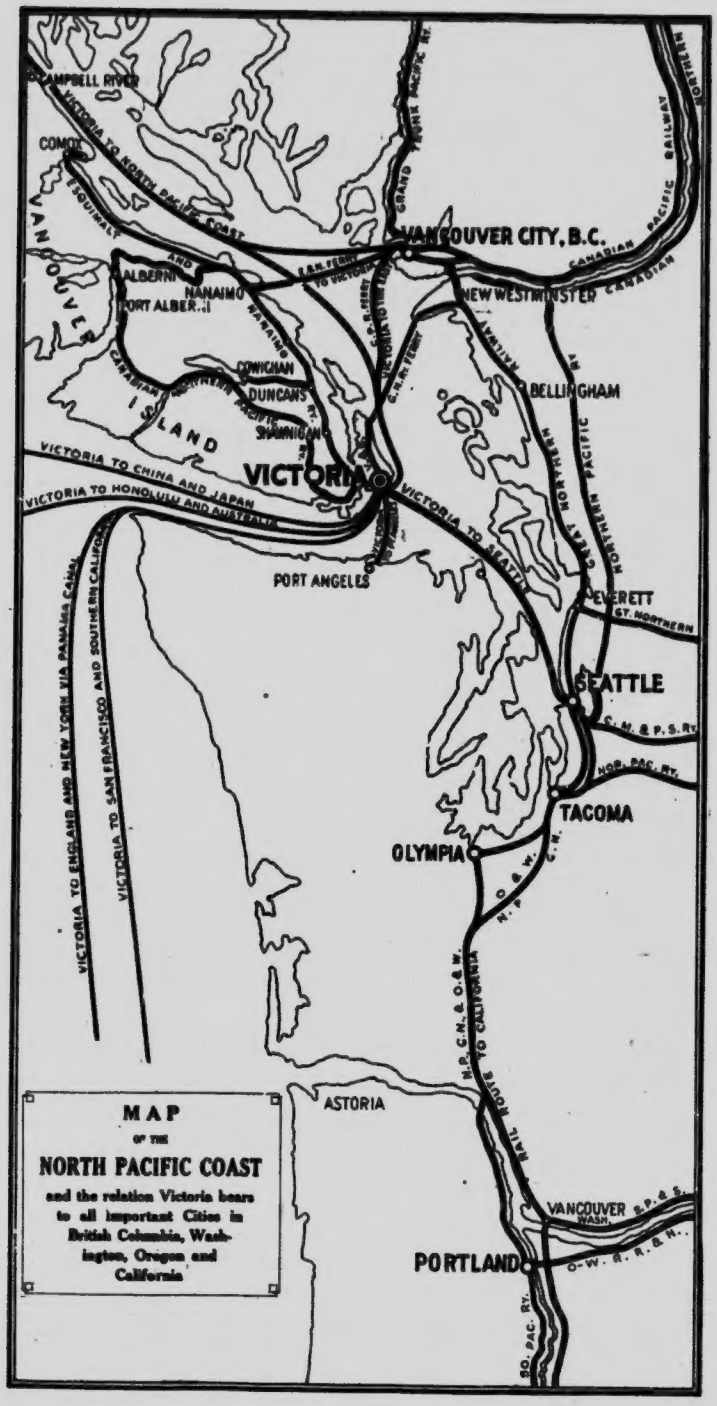
Pure, fresh water is available at the wharves and is supplied in any quantity at a low rate.

Grain Elevator

Mr. Coste's plans provide for the establishment of a Grain Elevator at the shore end of the piers at Ogden Point. It is believed that this could be used with advantage, especially in the case of ships proceeding to sea after failing to secure full capacity of cargo at a Mainland port. Such vessels could complete their loading with grain at Victoria, and would perhaps accept a lower freight rate rather than proceed on a long voyage with empty cargo space. Enlargement of the Grain Elevator would naturally keep pace with the demands upon it.

Connection Between Ocean Docks and Island Railways

The Canadian Pacific Railway Company's position to do Island business with the Ogden Point ocean docks is already


CAMPBELL RIVER
COMOX
VANCOUVER ISLAND
VANCOUVER CITY, B.C.
CANADIAN PACIFIC RAILWAY
NEW WESTMINSTER
ALBERNI
NANAIMO
PORT ALBERNI
CHEMAINUS
DUNCAN'S
VICTORIA
BELLINGHAM
VICTORIA TO CHINA AND JAPAN
VICTORIA TO HONOLULU AND AUSTRALIA
VICTORIA TO SEATTLE
PORT ANGELES
EVERETT
SEATTLE
TACOMA
OLYMPIA
ASTORIA
VANCOUVER
PORTLAND
MAP
OF THE
NORTH PACIFIC COAST
and the relation Victoria bears to all important Cities in British Columbia, Washington, Oregon and California

practical, for cars can be transferred to their line by using their Esquimalt Car Ferry Slip. Similar facilities will be available for other lines of railway.

The Provincial Government, in developing the former Indian Reserve, is placing common user rail trackage along the waterfront, which will be available to both the Canadian Pacific Railway Company and the Canadian Northern Pacific Railway Company. A Car Barge Ferry Slip is also contemplated at the south-western end of the Reserve, and its construction and the rail connections will be provided for by the Provincial Government at the earliest possible date.

The Canadian Northern Pacific Railway Company's steam Car Ferry in its operations will enable that Company to advantageously cater to the Oriental trade, which the Canadian Pacific Railway Company has shown to be possible of development, for that business now done through this port is almost entirely due to the enterprise of the Company's agents in the Orient in arranging for routing at this end before the goods are shipped at point of origin.

Natural Advantages of the Port of Victoria

In estimating possible port development at Victoria attention must be given to recent changes in Pacific Coast shipping movements. It is not many years since San Francisco was the principal port on this Coast, but that is changed and now by far the greater movement of shipping is via the Strait of San Juan de Fuca, en route to Puget Sound and British Columbia ports. With few exceptions all these vessels call at Victoria, and many cases they do not call elsewhere in this Province. From a glance at the accompanying sketch map it will be seen that Victoria is on the direct line to all inland ports.

The entrance to the Harbour has ample depth of water and it is quite free of any obstacle to navigation. Fog is practically negligible, records extending over twenty years

proving the average number of days upon which fog has occurred to have been twenty-four per annum, and many of these fogs were of short duration.

The payment of Pilotage at Victoria is compulsory for vessels engaged in foreign trade, but the captains of one regular line dock their vessels without assistance.

Victoria Inner Harbour is used almost exclusively by vessels engaged in coast trade, and these vessels do not employ pilots.

Given these exceptional natural advantages, the aim of this Board of Trade has been and will continue:

To provide every modern facility for handling freights and passengers, coaling and bonded warehouse facilities for local and transcontinental business, and

To reduce the charges to vessels calling at Victoria to the lowest possible minimum.

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